

**REVISED**

# **Standard Request for Proposal**

Construction Management/General Contractor (CMGC) Services

For

Project No. F-R399(23)  
I-15; Bridge Deck Replacement; F-102, F-103, & F-104 Spanish Fork

~~September 10, 2007~~  
**September, 28, 2007**

**UTAH DEPARTMENT OF TRANSPORTATION**  
**Standard Request for Proposal**  
**F-R399(23); I-15; Bridge Deck Replacement; F-102, F-103 & F-104 Spanish Fork**

**SUMMARY SHEET**

1. Project Number: F-R399(23)
2. Location: I-15 Bridge Deck Replacement
3. ePM PIN No.: 6142
4. Requested Services: Construction Management/General Contractor (CMGC)
5. Source(s) of Funding for CM/GC Contract: Federal
6. UDOT Project Administrator:

Travis Christensen  
CMGC/RFQ Contract Administrator  
Utah Department of Transportation  
Consultant Services  
4501 South 2700 West  
Salt Lake City, Utah 84119-5998  
Telephone 801-965-4419  
[TRAVISCHRISTENSEN@utah.gov](mailto:TRAVISCHRISTENSEN@utah.gov)

7. UDOT Project Management

John Clarkson  
Project Manager  
Utah Department of Transportation  
Region 3  
658 North 1500 West  
Orem, Utah 84057  
Telephone: 801-227-8000  
[jclarkson@utah.gov](mailto:jclarkson@utah.gov)

8. Advertisement Dates: Saturdays, September 8 and September 15, 2007.
9. Mandatory Pre-Proposal Meeting: **Thursday, September 20, 2007.**

A mandatory Pre-Proposal Meeting will be held at **Region 3, 658 North 1500 West, Orem in Conference Rooms A at 2:00 p.m., Thursday, September 20, 2007.** Sign-in and attendance at the Pre-Proposal Meeting is required in order to submit both a Technical and Price Proposal.

10. Technical and Price Proposals Due Date: **Thursday, October 11, 2007 at 11:00 a.m.**

Deliver Fourteen (14) hard-copies and One (1) electronic copy PDF file on a CD for each of the Technical and Price Proposals to the Utah Department of Transportation, Office of Consultant Services, 4<sup>th</sup> Floor NE Corner, 4501 South 2700 West, Salt Lake City, Utah 84119-5998 no later than **11:00 a.m. on Thursday, October 11, 2007.**

**Technical and Price Proposals will not be accepted after the 11:00 a.m. deadline.**

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11. Type of Proposal Required: In accordance with *Utah Department of Transportation Guidelines for Preparing Standard Proposal*.

The Technical Proposal has a maximum page-limit of **ten** pages.

12. UDOT Selection Team Meeting: **Tuesday, October 23, 2007.**

13. Oral Interviews Date: Selection may be from Proposal scores; however, should the Selection Team determine it is necessary, the interviews will be held on **Wednesday October 31, 2007 and Thursday, November 1, 2007.**

14. Contractor Debriefing Meetings: **Monday, November 5, 2007.**

15. Pre-negotiation Meeting Date: TBD

16. Negotiation Meeting Date: TBD

17. Notice to Proceed Date: TBD

18. Contract Completion Date: **Winter, 2008 (Design Phase).**

19. Projected Construction Completion Date: **Summer, 2008.**

### **Selection Team Members**

<b>Name</b>	<b>Title</b>	<b>Organization/Firm</b>
John Clarkson	Project Manager	UDOT Region 3
David Nazare	Region Director	UDOT Region 3
Kris Peterson	UDOT Construction	UDOT Project Development
Robert Stewart	UDOT Project Development	UDOT Project Development
Danny Page	UDOT Structures	UDOT Project Development
Richard Miller	UDOT Structures	UDOT Project Development
TBD	TBD	ACEC
TBD	TBD	AGC

### **Contractor Selection Schedule**

<b>Date</b>	<b>Day</b>	<b>Action</b>
9/8/2007	Saturday	Advertisement of RFP in newspapers
9/10/2007	Monday	Posting of RFP on UDOT Consultant Services Project Advertisement website
9/15/2007	Saturday	2 <sup>nd</sup> Advertisement of RFP in newspapers
9/20/2007	Thursday	Pre-Proposal Meeting – 2:00 p.m.
10/11/2007	Thursday	Technical & Price Proposals are due at 11:00 a.m.
10/23/2007	Tuesday	UDOT Selection Team Meeting
10/31/2007 & 11/1/2007-	Wednesday & Thursday	Contractor Presentation's & Oral Interviews
11/2/2007	Friday	Select Contractor
11/5/2007	Monday	Contractor Debriefing

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**ADVERTISEMENT**

**Notice of Contractor Services**

The Utah Department of Transportation (UDOT) is seeking the services of a qualified Contractor for Construction Management/General Contractor (CMGC) services, for Project Number F-R399; I-15 Bridge Deck Replacement; F-102, F-103, & F-104 Spanish Fork in Utah County.

If you are interested in submitting a Proposal, information on the Request for Proposal and Guidelines for Preparing a Proposal will be available Monday, September 10, 2007 and may be obtained from the Utah Department of Transportation Web site [udot.utah.gov](http://udot.utah.gov) under "Inside UDOT > Internal Groups and Divisions > Project Development > Construction > Electronic Plan Set" or <http://www.udot.utah.gov/cns/bidopeninfo.htm> . **The deadline for submitting the Proposal is 11:00 a.m. on Thursday, October 11, 2007.** The right is reserved by the Department to reject any and all Proposals.

The Utah Department of Transportation encourages prime Contractors to use DBE/WBE's as sub-Contractors during the Design Phase. The Contractor shall conform to all applicable state and federal regulations including Title VI of the Civil Rights Act of 1964, DBE Bid Conditions, and recognized industry, safety, environmental and design standards.

Saturday, September 8, 2007

Utah Department of Transportation  
John R. Njord  
Executive Director

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**Introduction**

The project, located near Spanish Fork, Utah, involves replacing the decks, parapets and approach slabs of three (3) pairs of I-15 bridges: one pair over the Spanish Fork River, one pair over a local road (100 South, Spanish Fork) and one pair over UPRR railroad tracks for an industrial spur (approximately Center St. in Spanish Fork). In addition to bridge deck replacement, there will be some minor structural repair to the remaining superstructures. Associated roadway (MOT) improvements will also be part of this project.

**Project Goals**

UDOT has determined that success on this project will require a balance of the following desirable outcomes:

- A high level of safety for motorists, with minimal inconvenience
- A high quality, durable product constructed in the least time possible
- Completion of the project within the project budget

Key project elements affecting the balance of these goals include overall constructability and project construction phasing, and impacts to motorists.

Given the complexity of this project, UDOT recognizes that the value gained by procuring the services of a Contractor to work closely with the design team during the design phase of the project will be crucial to achieving a balance of the project goals. Project construction is to be completed by June 30, 2008.

**Project Background**

The six bridges that comprise this project are the first of 18 bridges that have been identified by UDOT as needing deck replacements and minor rehabilitation. These 18 bridges are located on I-15 between Spanish Fork and Santaquin. This project, located in the vicinity of Spanish Fork, Utah, involves replacing the decks and approach slabs of three (3) pairs of I-15 bridges. In addition to bridge deck replacement, there will be some minor structural repair to the remaining superstructures. The structures in question are F-104 over the Old Sugar Factory Spur, F-103 at the Leland Sugar Factory, and F-102 over the Spanish Fork River. The bridges for both the northbound and southbound lanes of I-15 at these locations are included. The bridges have a number of deficiencies, including cracking, in various locations; leaking; and some collision damage. There is some potholing as well, and some spall. These bridge decks are a priority of Region 3 Maintenance for completion as soon as possible.

**Project Funding and Construction Segments**

UDOT currently has \$6 million available for construction of this project. The Contractor will be required to prepare a Bid for all project components by December 31, 2007. The Bid will be used to identify the need for additional funding, if any, by UDOT. Portions of the project (i.e. crossover construction, precast panel procurement, etc.) may be Bid early, with UDOT's approval, to facilitate early construction in the construction schedule. Project construction is to be completed by June 30, 2008.

**Project Key Issues**

**Maintenance of Traffic (MOT) Requirements**

UDOT's standard MOT requirements for I-15 will apply to this project.

- I-15 - 1 lane minimum, no full Closures;
- 100 South –closures permitted (off-site detour required).
- During the following periods, travel lane requirements for I-15 are two lanes in each direction.
  - Before March 1, 2008.
  - May 23, 2008 through May 26, 2008

The Department will require the Contractor to work with the design team to create a MOT plan that is both economical and minimizes disruption to the traveling public. The Contractor will be

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required to follow the UDOT Standard Drawings, AASHTO, and Federal MUTCD when developing Traffic Control Plans.

UDOT has a Public Involvement Team assigned to this project during the design and construction phase. The PI Team will inform motorists of construction activities during construction. The Contractor will be required to provide information to the PI Team to meet specified advance notifications (i.e. "X" days for lane closures).

**Constructability & Construction Sequencing**

To accomplish UDOT's goals of public satisfaction, early completion and meeting project budget, the Contractor will need to be innovative in their approach towards constructing this project. Successfully achieving a balance of the goals of the project will require a partnership with the design, creative staging of the work, allowance for flexibility, timely response, and may require alternate or new construction procedures. Project constructability and construction sequencing efforts will need to start during the design phase with the design team and then continue into the construction phase.

Elements of the project construction, requiring close involvement with the design team and project stakeholders, that will benefit the construction phase will be as follows:

- Bridges – Accelerated Bridge Construction (ABC) measures such as precast components, or design of structural components for efficient fabrication;
- Maintenance of Traffic – Sequencing of construction activities to minimize travel lane restriction times;
- Railroad Coordination – sequencing of construction activities with train schedule;
- Early "Release For Construction" (RFC) Packages – early start of construction and early completion of project areas due to critical path or availability.

Refer to the "Project Technical Information" below for more detail on the proposed project design elements.

**Demolition**

It is essential that the Contractor be involved during the design phase to reduce the risk of impacts to the bridge superstructures during construction. Existing superstructures are shown on the As-built sheets which will be made available at the Pre-proposal Meeting. The scope of the selected Contractor will include involvement during the design phase to minimize and/or eliminate to the extent practical impacts to the existing superstructures during the removal of the existing decks.

**Project Technical Information**

UDOT and the Design Team will follow the UDOT Design Process, and will follow UDOT Standard Specifications, Standard Drawings, and Manuals of Instruction. The Contractor shall assume that all Project Plans are preliminary and are based off the approved environmental document, and therefore are subject to change during final design. Critical components of the final design, requiring extensive input from the Contractor, for this project are as follows:

**Design of Bridge Decks over 100 South**

Refer to the project website for the I-15 Structure Plan Sheets. These bridges are 3-span structures over a local road. This local road may be closed aperiodically for various construction activities. The existing structure is a pre-cast concrete girder bridge.

The Contractor will need to develop a construction phasing plan for demolition and construction that will protect the existing superstructure that is to remain, abide by the traffic control requirements, and minimize impacts to I-15 traffic. The Contractor shall work with the design team during the design phase to examine traffic control requirements options.



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Accelerated Bridge Construction (ABC) – UDOT and the Design Team will incorporate ABC techniques on the design and construction of the bridge deck to minimize impact to traffic and reduce construction timeframe of the bridge. The Contractor will be required to provide assistance to the design team for the ABC implementation.

**Design of Bridge Decks over Railroad Spur**

Refer to the project website for the I-15 Structure Plan Sheets. These bridges are 3-span structures over a railroad industrial spur. This railroad spur may be closed for up to 4 days aperiodically for various construction activities. The existing structure is a pre-cast concrete girder bridge.

The Contractor will need to develop a construction phasing plan for demolition and construction that will protect the existing superstructure that is to remain, abide by the traffic control requirements, and minimize impacts to I-15 traffic. The Contractor shall work with the design team during the design phase to examine traffic control requirements options.

Accelerated Bridge Construction (ABC) – UDOT and the Design Team will incorporate ABC techniques on the design and construction of the bridge deck to minimize impact to traffic and reduce construction timeframe of the bridge. The Contractor will be required to provide assistance to the design team for the ABC implementation.

**Design of Bridge Decks over Spanish Fork River**

Refer to the project website for the I-15 Structure Plan Sheets. These bridges are 2-span structures with a center pier within the river floodplain, but outside the current water level. The existing structure is a precast concrete girder bridge.

The Contractor will need to develop a construction phasing plan for demolition and construction that will protect the existing superstructure that is to remain, abide by the traffic control requirements, minimize impacts to I-15 traffic, and comply with the requirements of the Stream Alterations Permit. The Contractor shall work with the design team during the design phase to examine traffic control requirements options.

Accelerated Bridge Construction (ABC) – UDOT and the Design Team will incorporate ABC techniques on the design and construction of the bridge deck to minimize impact to traffic and reduce construction timeframe of the bridge. The Contractor will be required to provide assistance to the design team for the ABC implementation.

**MOT Design**

I-15 is to remain open to traffic at all times with a minimum of one 11' lane of traffic in each direction. The amount of time for restriction of I-15 traffic on one lane is to be minimized to the extent possible. During the following periods, travel lane requirements for I-15 are two lanes in each direction.

- Before March 1, 2008.
- May 23, 2008 through May 26, 2008

**Proposal Information**

Refer to the following information, located on the project website, as a reference for further understanding of Project Key Issues and Technical Information sections below:

- Preliminary Roadway Plan Sheets;
- Preliminary Typical Sections and UDOT Pavement Design Recommendation;
- Preliminary I-15 Structure Plan Sheets;
- Environmental Documents (Cat. Ex. II, and Stream Alterations Permit);

Contact the UDOT Project Manager John Clarkson for any additional information. Limited As-built drawings of all three bridge pair will be made available at the Pre-proposal Meeting.

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**Design and Construction Package Schedule**

Use the following design schedule milestones in developing the overall project schedule

- Contractor selected November 2007 and available to participate in design;
- Conduct "CMGC Workshop" shortly after selection;
- Possible "Early Procurement" of materials (see Appendix B);
- Early RFC packages issued to Contractor December 2007;
- RFC Final Plans for remainder of project January 2008;
- Final Bid from Contractor February 2008;
- Construction Substantially complete by June 30, 2008.

**Project Dates**

Contractors are required to meet the dates set for the pre-proposal meeting, the oral interviews, and negotiation meeting. Contractors are also required to meet the information submittal dates outlined in the summary sheet. Failure to meet these dates will result in the proposal being considered non-responsive.

**Required Availability of Key Personnel**

When Contractors list personnel in the *Project Team/Capability of the Contractor* section of the proposal, the Contractor is agreeing to make the personnel available to complete work on the contract at whatever level the project requires. Personnel changes will be reviewed by UDOT's Project Manager to assure the replacement is equally qualified and has adequate experience. UDOT will only allow changes in key personnel when caused by circumstances outside the control of the Contractor (i.e. employee leaves employment with the Contractor). Changes in key personnel for the convenience or benefit of the Contractor will not be allowed. Key personnel will consist of the Contractor's project manager and superintendent.

**Applicable Federal and State Regulations**

The Contractor shall conform to all applicable state and federal regulations including Title VI of the Civil Rights Act of 1964, DBE Bid Conditions, and recognized industry, safety, environmental and design standards.

**Debarment Certification**

Federal and State regulations require certification by prospective participants (including contractors, subcontractors, and principals) as to current history regarding debarment, eligibility, indictments, convictions, or civil judgments. The selected Contractor will be required to certify in accordance with contract Standard Terms and Conditions.

**Authorization to Begin Work**

Notice to Proceed will be issued by Consultant Services.

**Required Proposal Contents**

The Proposal from the Contractor should contain the information identified in the attached *Utah Department of Transportation Guidelines for Preparing Standard Proposal*.

**Proposal Evaluation Procedures**

The Proposal shall be evaluated by a Department Selection Team as described in this document.

**Conditions of Proposal**

All costs related to the preparation of the Proposal and any related activities such as interviews are the sole responsibility of the Contractor.

**Disposition of Proposals**

Proposals become the property of the Utah Department of Transportation, are treated as privileged documents, and are disposed of according to Department policies, including the right to reject all proposals. The Technical Proposal along with Appendix D of the successful Contractor shall be open to public inspection for a period of one year after award of the contract. Proposals of Contractors who are

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not awarded contracts shall not be open to public inspection; the proposals will be kept on file until completion of the project and then will be destroyed.

If the Contractor selected for award has required in writing the nondisclosure of trade secrets and other proprietary data so identified, the Consultant Services Manager shall examine the request in the proposal to determine its validity prior to award of the contract. If the parties do not agree as to the disclosure of data in the contract, the Consultant Services Manager shall inform the Contractor in writing what portion of the statement will be disclosed and that, unless the Contractor withdraws the proposal, it will be disclosed. If the Contractor withdraws their Proposal, the Contractor will not be awarded the contract.

**Ownership of Documents**

All tracings, bids, plans, manuscripts, specifications, data, maps, etc. prepared or obtained by the Contractor as a result of working on this contract, shall be delivered to and become the property of the Department.

**Preaward Audit**

In the event that a proposing Contractor has failed to pay UDOT monies due to the Department for over payment on past projects, UDOT has the right to reject and/or disqualify the company's Proposal. Disqualification will be based on the audit findings, determinations, and recommendations made by the Department's authorized agent.

**Insurance Requirements**

The Contractor is required to provide the Department with Certificates of Insurance referencing the project naming the Utah Department of Transportation and the State of Utah as additional insureds.

**Subscription to the UDOT Consultant Services Update Service**

The Department recommends Contractors interested in proposing on this project subscribe to the UDOT Consultant Services Update Service on the UDOT Web site [udot.utah.gov](http://udot.utah.gov) under "Doing Business > E-Mailing Lists" or [udot.utah.gov/index.php?m=c&tid=548&type=1&item=2048&d=full](http://udot.utah.gov/index.php?m=c&tid=548&type=1&item=2048&d=full).

*If there are any changes affecting the Request for Proposal, notice will be sent out via an email through the update service.*

**Contractor and/or Corporate Logos or Branding**

Contractor and/or corporate logos or branding identification may no longer be displayed in **public** documents or products produced for UDOT beginning July 1, 2005. It is UDOT's intent that Contractors should place identifying information, in text format, in appropriate places in documents. This requirement does not apply to Proposals. For specific questions or further guidance, please contact Gaye Hettrick, Consultant Services Manager, 801-965-4639 or [ghettrick@utah.gov](mailto:ghettrick@utah.gov).

**Bidding & Award of Construction Contract**

Contractor will prepare and submit electronic bid documents per UDOT standard specifications and shall meet the requirements for Prequalification on projects valued at \$1,500,000.00 or greater including Status of Work under Contract limits.

**Construction Contract Bonds**

Provide a letter from a surety company indicating that the contractor is capable of obtaining Payment and Performance Bonds covering Project No. F-R399(23); I-15 Bridge Deck Replacement; F-102, F-103 & F-104; Spanish Fork for at least \$7 million dollars. The surety submitting the letter must be a surety company or companies licensed by the State of Utah and listed in the current United States Department of the Treasury Circular 570 as acceptable sureties for the bond amount on Federal Bonds. Letters indicating "unlimited" bonding/security capability are not acceptable.

Performance and Payment Bonds will be required at the time the construction contract is awarded. The final value of the Bonds will equal the negotiated amount of the construction contract(s).

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## **APPENDIX A**

### **Guidelines for Preparing a Standard Proposal**

#### **Introduction**

These guidelines were developed to standardize the preparation of a Standard Proposal by Contractors for Construction Management/General Contractor (CMGC) services on a project. Submitting a Proposal is the beginning of the selection process and is used as the basis for selecting or for short-listing Contractors. The Department has the option of interviewing all or a short-list of Contractors invited to an interview by the Department.

The purpose for these guidelines is to assure consistency in format and content in the Proposal prepared by Contractors and submitted to the Department.

#### **Subscription to the UDOT Consultant Services Update Service**

The Department recommends Contractors interested in proposing a Proposal subscribe to the UDOT Consultant Services Update Service on the UDOT Web site [udot.utah.gov](http://udot.utah.gov) under "Doing Business > E-Mailing Lists" or [udot.utah.gov/index.php?m=c&tid=548&type=1&item=2048&d=full](http://udot.utah.gov/index.php?m=c&tid=548&type=1&item=2048&d=full).

*If there are any changes affecting the Request for Proposal, notice will be sent out via an email through the update service.*

#### **Proposal Sections**

The Technical Proposal should contain the following sections in the order listed:

1. Introductory Letter
2. Project Team/Capability of the Contractor
3. Project Approach
4. Project Innovations

A separate Price Proposal should contain the following sections in the order listed:

5. Contractor Price Submittal, Appendix D
6. Approach to Price Proposal, Appendix E
7. Surety Company Bonding Information

#### **Evaluation Criteria**

The evaluation criteria are listed below in red.

1. Introductory Letter - The Introductory Letter should be addressed to:

Travis Christensen  
CMGC/RFQ Contract Administrator  
UDOT Consultant Services  
4501 South 2700 West  
Salt Lake City, UT 84119-5998

In **one page**, express your interest in the project, state qualifications to do the work, and recount any summary information on the project team or your company that may be useful or informative to the Department.

Include the **mailing and e-mail addresses and phone number** of the **primary contact person** for this Contractor selection process in the Introductory Letter.

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**No evaluation points are assigned to this section and the Introductory Letter will not count as one of the allowed pages.**

2. **Project Team/Capability of the Contractor**

The Selection Team will consider how well the qualifications and experience of the members of the Project Team relate to the specific project. The following information should be provided.

- Project Team members chart including design and construction personnel.
- Describe the qualifications and experience of key personnel on your proposed Project Team who will be committed to the design phase and the construction phase of this project. (NOTE: Do not include percentages of availability as this may be misinterpreted.)
- Provide a spreadsheet list of similar projects you have **completed** during the last five years. The heading of the spreadsheet should include the following (see sample *Related Experience* spreadsheet form available on the UDOT Web site [udot.utah.gov](http://udot.utah.gov) under "Inside UDOT > Internal Groups and Divisions > Project Development > Consultant Services > Forms" or [udot.utah.gov/index.php?m=c&tid=287](http://udot.utah.gov/index.php?m=c&tid=287) under *Project Organization Chart and Related Experience Charts*. Note: Columns may be combined in order to meet the font size and margin requirements.)
  - Name of Contractor Project Manager or Resident Engineer
  - Year (Award of Contract and Completion Date)
  - Project Name
  - Project Location
  - Project Description
  - Construction Award Cost
  - Cost performance – initial Bid, final cost, reasons for change
  - Client
  - Reference Contact and Telephone Number
- Describe methods, approaches, and innovations implemented, including risks taken, on previous projects that achieved success in the following areas:
  - Minimizing impacts to motorists using the corridor
  - Maximizing efficiencies during construction resulting in cost savings or accelerating project schedules

A maximum of 15 points is available for this section.

3. **Project Approach**

As stated previously, UDOT's goals for the project require a balance of achieving high public satisfaction, accelerating the construction schedule, and completing the project within budget. Proposing teams should approach the project with the same goals in mind. The Selection Team will evaluate each Proposer's approach to the project in meeting these goals, including any specific commitments made by their team that will assist in achieving these goals. Consistent with UDOT's emphasis on accelerating the construction schedule, and the value to the traveling public of minimizing traffic delays, UDOT will be applying LANE RENTAL to this project. **Lane Rental for this project will be \$7,500 per lane per day of lane closure.** Commitments that are stated by the Contractor in the Technical Proposal, either during the design phase or the construction phase, will be considered as a proposed course of action. Please provide the following information.

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- Describe your overall approach to the project in achieving the project goals.
- Explain how this approach will benefit the Department in the following areas:
  - Minimizing impacts to motorists using the corridor
  - Maximizing efficiencies during construction resulting in cost savings or accelerating project schedules
- Explain any other areas where your team's approach will benefit the project.

Indicate the Lane Rental budget that UDOT should include in the project budget. The Lane Rental budget is to be based on \$7,500 per lane per day of lane closure. Explain how the number of lane-days used in the budget was estimated. The Contractor will be expected to help refine this budget as a consultant during the design process and will recommend the budget to UDOT at time of final construction bid.

- Related to the items above, describe any specific commitments by your team in meeting the project goals.

A maximum of 25 points are available for this section. (Note – the Contractor should avoid repeating the content of “Project Key Issues” and “Project Technical Information”).

4. **Project Innovations**

In conjunction with your team's approach to the project, your team may have some innovative ideas that could increase the likelihood for success. These ideas may or may not meet the requirements of this RFP (for example, the MOT limitations).. The Selection Team will consider how well your innovative ideas help balance the goals of the project. Please discuss these further as follows:

- Describe specific innovations to this project that may further improve public satisfaction, accelerate the project schedule, or help meet the project budget.
- Include the amount of time and money saved if the innovation were to be implemented.
- Identify which innovations meet the RFP requirements and which do not.

A maximum of 20 points are available for this section.

5. **Contractor Price Proposal, Appendix D**

The Selection Team will evaluate each Contractor's Price Proposal (total amount bid), Appendix D.

UDOT seeks the best solution that can be delivered for the budget available. The Contractor selected for this project will become a partner in creating the most innovative solution that benefits the public within the limitation of available funds. Contractors who honor the trust placed in them and perform well will be invited to partner again.

Price will be rated on a modified curve. All price proposals will be granted the maximum score of 20 that are between the average price and one standard deviation below the average price. A deduction of points will be assessed for price proposals below 1 standard deviation below the average price and for price proposals above the average price. The following table demonstrates

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this reduction:

STDEV = Standard Deviation	Percent Reduction	Points scored
3 STDEV below average	60%	8
2 STDEV below average	30%	14
1 STDEV below average	0%	20
Average	0%	20
1 STDEV above average	40%	12
2 STDEV above average	80%	4
3 STDEV above average	100%	0

The scores between the values in the table will be calculated using linear interpolation. If the number of bids received is 3 or less, the engineers estimate will be used as an independent bid to compute the standard deviation. If the standard deviation is less than 5% of the average of all bids, then price no longer is a discriminator and it will be dropped as a selection criteria. If the standard deviation is between 5% and 10% of the average of all bids, then the percent reduction is reduced by half.

Enter a unit price for each Bid item noted in Appendix D.

A maximum of 20 points are available for Appendix D.

6. **Approach to Price Proposal, Appendix E**

Contractors will complete all of the “price components” in Appendix E for each of the Bid items to arrive at the Unit Price. Unit Prices for the bid items included in the Price Proposal will be held by the Contractor for their Final Bid Amount submitted in January 2008. The sum of the price components will equal the total Unit Price Bid. Unit Prices shall reflect the approach and commitments proposed by the Contractor as described in Section 3 Project Approach. The Contractor shall note that some of the Bid Items include a baseline “indexed” cost for raw materials. The purpose of this is to allow for changes (increase or decrease) in unit prices based on future changes in raw materials.

In your responses consider addressing how the following will affect unit prices.

- Schedule – Delays
- Schedule – early RFC for specific project items
- Daytime versus night-time work
- Segmenting the work
- Traffic control shifts and phasing
- Substantial Changes in Quantities – what % increase / decrease would affect unit price

A maximum of 20 points are available for this section.



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**Format Requirements**

It is very important that submittals be clear, concise, and in the recommended format so they may be evaluated in an objective manner by the Department's Selection Team.

1. **Fourteen (14) Hard Copies of the Technical Proposal** – (Introductory Letter, Project Team/Capability of the Contractor and Approach to the Project) Number sequentially from **one to Fourteen** on the upper right hand corner of the cover.
2. **Fourteen (14) Hard Copies of the Price Proposal** – (Appendix D, Appendix E, and Surety Company Bonding Information) Number sequentially from **one to Fourteen** on the upper right hand corner of the cover.
3. **One (1) Electronic Copy PDF File on a CD Technical Proposal** – (Labeled with the Contractor Name, Project Number, Project Location, PIN Number, and Submittal Due Date.)
4. **One (1) Electronic Copy PDF File on a CD Price Proposal** – (Labeled with the Contractor Name, Project Number, Project Location, PIN Number, and Submittal Due Date.)
5. **Color is allowed**
6. **8½" x 11" or 11" x 17" Page Sizes** – (Refer to No. 16 of Format Requirements for further details.)
7. **One (1") Margins** – (Exceptions: Contractor Name/Logo and Page Headers/Footers may be within margin)
8. **10 Pt Font and 12 Pt Line Spacing, Minimums** – (The minimum font size is 10 point font or greater everywhere in the proposals including graphics, unless the graphics are a duplication from another source and the source is referenced. The minimum line spacing is 12 point.)
9. **Related Experience Chart and Project Organization Chart are required** – (The sample charts, *Project Organization Chart* and *Related Experience Charts* are available on the UDOT Web site [udot.utah.gov](http://udot.utah.gov) under "Inside UDOT > Internal Groups and Divisions > Project Development > Consultant Services > Forms" or [udot.utah.gov/index.php?m=c&tid=287](http://udot.utah.gov/index.php?m=c&tid=287).)
10. **Bind on 11" Left Side**
11. **Tab the Sections for easy reference of Selection Team members** – (Sections are the Introductory Letter, each of the evaluation criteria, Appendix D, Appendix E and the Surety Company Bonding Letter. If you limit information on tabs to Section Identification, Project Number, Project Location/Description, Contractor Name/Logo, and/or un-enhanced photographs, then the tab pages will not count towards the page maximum.)
12. **Front and Back Cover Pages are allowed** – (Information on the front cover page is not restricted. Cover pages will not count towards the page maximum.)
13. **Appendix D is required** – (Appendix D will not count towards the page maximum.)
14. **Appendix E is required** – (Appendix E will not count towards the page maximum.)
15. **Surety Company Bonding Letter is required** – (Bonding Letter will not count towards the page maximum.)

A maximum total of 100 points is available for the Standard Proposal. **A one-point penalty may be assessed by Consultant Services for each applicable violation of the above (#1 through #15) format requirements for a maximum 15-point penalty.**

16. **Ten-Page Maximum** – (The Technical Proposal has a maximum page limit of **Ten** pages.)

A page is defined as a single-sided 8.5" x 11" or 11" x 17" sheet that contains text, pictures, tables, graphs, charts, plan sheets, or any other graphics. **There is a limit of up to three 11" x 17" sheets which does not apply to Appendix D, Appendix E & Surety Company Bonding Letter.**

The Introductory Letter, Tab Pages (see No. 11 above), Appendix D, Appendix E, Surety Company Bonding Letter and Cover Pages will not count towards the page maximum.

**Any Technical Proposal that exceeds the 10-page maximum may be assessed a three-point penalty per page over the limit.**



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**UDOT Selection Team**

The Selection Team may consist of members from UDOT, the contracting community and the engineering consultant community. The Selection Team members will receive copies of each Proposal submitted. They will review and score the Proposals individually based on the evaluation criteria and submit their scores and comments to the Project Administrator. The Administrator will tally and compile the scores and comments. The Selection Team will evaluate the Technical Proposal prior to opening the Price Proposal. The Selection Team will then meet to discuss the scores and comments and rank proposals by consent and determine whether interviews are necessary or whether the selection may be made based on the scores from the Proposals.

If the Selection Team determines interviews are necessary, the Selection Team members will develop the format of the interviews in the Selection Team Meeting by completing the *Interview Format Worksheet*.

**Selection Interviews**

The following project-specific topics may be some of the issues discussed:

- Constructability
- Maintenance of Traffic
- Demolition

**Summary**

The Standard Proposal should be clear, concise, and it should provide the Department's Selection Team Members with an understanding of the Contractor and Sub-Contractors' ability to undertake and complete the proposed project in a thorough and timely manner.

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## **APPENDIX B**

### **CMGC Process for Construction (Process Description)**

#### **Designer and Contractor Design Project**

The selected contractor will be awarded a consulting contract, prepared and administered by Consultant Services. The cost of the contract will be based upon negotiated unit rates for key personnel identified on the project team that will participate on the project. The requirements will be identified in the contract (further outlined in Appendix C). These requirements can include, but are not limited to:

- Constructability Reviews of the Design.
- Assistance in shaping the project scope of work to the available budget.
- Assistance in improving project schedule.
- Provide cost estimates of elements of the work as the design is developed.
- Design reviews to ensure that the package is complete and without ambiguity.
- Finding design errors.

#### **Contractor Submits Bid for Project (Early Procurement)**

The contractor may be asked to procure long lead materials such as bridge girders, retaining wall panels, piling, and other materials that may be in short supply or require longer than desired lead times from purchase to delivery. The Department may also procure through the contractor such services as pavement cores, pipe videos, potholes, or other investigations to facilitate the design. The Department may choose to exercise this option if the early procurement saves significant construction time, money, or avoids potential delays once the project begins, etc.

If the Department elects to use this early procurement option, it proceeds as follows:

- The contractor will prepare a “bid” to supply the item(s) including all other costs associated with the procurement (such as transportation, storage, etc.).
- The contractor will submit the “bid” through PDBS. The Department will secure an independent cost estimate for the item(s). Upon opening the contractor’s “bid” the Department will determine the acceptability of the “bid” by comparing it to the independent cost estimate.

The Department personnel reviewing these costs may include: the project manager, members of the design team, the resident engineer, an estimating consultant if hired, FHWA representatives, and staff from Project Development.

- If the prices are acceptable, the Department will prepare a construction contract for these procurement services.
- If the prices are not acceptable, the Department may enter into negotiations with the contractor. If this is not successful, UDOT has the option to accept the offered price or to procure the items later as part of the bid process for the construction project or by some other method.
- The construction contract is prepared and executed to cover only the defined procurement services. Additional procurement services along with any early action construction and final construction contracts will be added to this contract via change orders.

#### **Contractor Submits Bid for Project (Early Construction Contract)**

If time and/or money can be saved by allowing the contractor to start initial work prior to the completion of

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the total design package, the Department may ask the contractor to prepare a lump sum or unit cost bid for a portion of the work.

If the Department elects to use this contracting option, it proceeds as follows:

- The Department and the contractor will agree upon a scope of work to accomplish in this phase of the contract. The agreement may take the form of a set of plans or it may consist of something less formal such as sketches, drawings, or written descriptions. Both parties must agree that the scope of work is clear and unambiguous.
- The contractor will prepare a “bid” to perform the agreed to scope of work. The contractor will use the unit prices submitted as part of this RFP unless one or more of the risk factors identified in Appendix E have been realized. Any items required, but not identified in Appendix D and E.
- The contractor will submit the “bid” through PDBS. The Department will secure an independent cost estimate for the work. Upon opening the contractor’s “bid” the Department will determine the acceptability of the “bid” by comparing it to the independent cost estimate.

The Department personnel reviewing these costs may include: the project manager, members of the design team, the resident engineer, an estimating consultant if hired, FHWA representatives, and staff from Project Development.

- If the prices are acceptable, the Department will prepare a construction contract for this portion of the work. If a previous construction contract had been entered into, this work will be added to that contract by change order.
- If the prices are not acceptable, the Department may enter into negotiations with the contractor. UDOT has the option to accept a negotiated price or to terminate the CMGC process and procure the construction project or by some other method.

**Contractor Submits Bid for Project (Design is Complete)**

When the Department, the designer, and the contractor agree that the project has been designed to a sufficient level of detail to allow the contractor to accurately bid the project, the following procedure will be used:

- The designer will produce a set of plans and specifications showing all work to be accomplished. The plans will also show all work accomplished under any previous Early Construction packages.
- The contractor will prepare a “bid” to perform the work shown. The contractor will use the unit prices submitted as part of this RFP unless one or more of the risk factors identified.
- The contractor will submit the “bid” through PDBS. The Department will secure an independent cost estimate for the work. Upon opening the contractor’s “bid” the Department will determine the acceptability of the “bid” by comparing it to the independent cost estimate.

The Department personnel reviewing these costs may include: the project manager, members of the design team, the resident engineer, an estimating consultant if hired, FHWA representatives, and staff from Project Development.

- If the prices are acceptable, the Department will prepare a construction contract. If a previous construction contract had been entered into, this work will be added to that contract by change order.

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- If the prices are not acceptable, the Department may enter into negotiations with the contractor. UDOT has the option to accept a negotiated price or to terminate the CMGC process and procure the construction project or by some other method.

**Contractor Builds Project**

From this point forward, the work proceeds in the same manner as a design-bid-build project.

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## **APPENDIX C**

### **A. Scope of Work**

#### **Project Overview**

The project will follow specific tasks from the UDOT's Design Process. Information listed below is a Scope of Work for the Contractor, which is to be used within the framework of the Design Process Manual and conforms to UDOT Standard Drawings, Standard Specifications, and Special Provisions and Guidelines.

#### **SCOPE OF WORK**

The Contractor shall:

1. Attend an initial project workshop. Contractor will be introduced to the project and the project stakeholders. Project status, goals, objectives, funding, etc. will be presented to the Contractor. Workshop will also include a question and answer session.
2. The Contractor will be a partner with the design team. As part of the design team the Contractor will provide input on schedule, phasing, constructability, materials availability, cost, etc. throughout the design process.
3. The Contractor will also provide value engineering recommendations and offer cost savings suggestions, and best value recommendations.
4. Attend weekly project design team meetings. The project team meetings are held to discuss project status, resolve issues and coordinate work load.
5. The Contractor will be required to attend all plan submittals and provide written comments on the design plans. Written comments will be provided prior to or at the Review Meetings. Plan submittals include, but are not limited to: Advance Design (75%), PS&E, and Final Plans. Comments should be related to constructability, clarifications, design errors or omissions, affect on schedule, affect on cost, or value engineering suggestions / recommendations.
6. The Contractor will be required to prepare quantity and cost estimates during the course of the design phase, including attendance at quantity reconciliation meetings.
7. UDOT may request the contractor to submit a bid on early action items or for the acquisition of long lead items. UDOT and the Contractor will enter into negotiations for the construction of the contract when both the contractor and UDOT agree that design has progressed to the appropriate level. If negotiations for a final construction price and schedule are not successful, UDOT reserves the right to place the project for open bid. In this case the Contractor will be compensated for their preconstruction services, and UDOT will have no further obligations to the Contractor.
9. The contractor will ensure that the environmental commitments as outlined in the Cat. Ex II and Stream Alteration Permit are implemented during construction.

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**APPENDIX D**  
**RFP Contractor Price Submittal**

**Company Name:**

**Date:**

<b>No.</b>	<b>UDOT Specification</b>	<b>Item No.</b>	<b>Description</b>	<b>Estimated Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Amount</b>
<b>1</b>	01285	012850010	Mobilization	1	LS		
<b>2</b>	01554	01554000	Traffic Control	1	LS		
<b>3</b>	02741	027410060	HMA – ¾”	2,100	Ton		
<b>4</b>	02221	02221001P	Remove Bridge Deck: F-102	7,000	Sq Ft		
<b>5</b>	02221	02221001P	Remove Bridge Deck: F-103	11,100	Sq Ft		
<b>6</b>	02221	02221001P	Remove Bridge Deck: F-104	15,000	Sq Ft		
<b>7</b>	03211	032110010	Reinforcing Steel - Coated	500,000	Lbs		
<b>8</b>	03310	03310001D	Structural Concrete	900	CY		
<b>9</b>	03339	03310001P	Precast Concrete Panel	35,120	Sq Ft		
<b>Total</b>							

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**APPENDIX E**  
**Approach to Price Proposal**

<b>Price Components</b>	<b>Labor</b>	<b>Equipment</b>	<b>Material **</b>	<b>Trucking</b>	<b>Other *</b>	<b>Overhead</b>	<b>Risk</b>	<b>Profit</b>	<b>Total</b>
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 1:**    Mobilization

Assume:

- Railroad right-of-entry and railroad insurance will need to be acquired by the Contractor.

**Measurement and Payment**

<b>1</b>	<b>012850010</b>	<b>Mobilization</b>	<b>Lump Sum</b>
Preparatory work and operations necessary for moving personnel, equipment, supplies, and incidentals to the project site before beginning work per UDOT Standard Specification Section 01285.			

Contractor will be held to unit price shown in Appendix D unless justification is listed below. Each item must be filled out or the proposal will be considered non-responsive.

- Identify reasons for increase in unit price:
- Identify reasons for decrease in unit price:
- Identify amount of quantity change that would justify a change in unit price:
- Identify assumptions used to create unit cost:

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Price Components	Labor	Equipment	Material **	Trucking	Other *	Overhead	Risk	Profit	Total
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 2:**     Traffic Control

Assume:

- Price I-15 Traffic Control as shown in the preliminary plans (barrier, variable message signs, etc.). Additional items such as temporary attenuators, local street traffic control, etc. will be determined at a later date and should not be included in the lump sum price above. Construction of the crossovers (excavation, UBC, HMA, etc.) is NOT part of this Traffic Control item and should not be included in the lump sum price above.

**Measurement and Payment**

2	015540000	Traffic Control	Lump Sum
This item includes: (per UDOT Standard Specification Section 01554) A. Traffic Control Plan requirements, and materials and labor necessary for implementation. B. Traffic Control Maintainer, and Flagging. C. Work zone traffic control devices, advance warning arrow panels, and pilot cars. D. Temporary pavement markings (per UDOT Standard Specification Section 01561)			

**Contractor will be held to unit price shown in Appendix D unless justification is listed below. Each item must be filled out or the proposal will be considered non-responsive.**

- **Identify reasons for increase in unit price:**
- **Identify reasons for decrease in unit price:**
- **Identify amount of quantity change that would justify a change in unit price:**



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- **Identify assumptions used to create unit cost:**

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<b>Price Components</b>	<b>Labor</b>	<b>Equipment</b>	<b>Material **</b>	<b>Trucking</b>	<b>Other *</b>	<b>Overhead</b>	<b>Risk</b>	<b>Profit</b>	<b>Total</b>
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 3:**     HMA – ¾”

Assume:

- Placement of HMA will be after April 15.

**Measurement and Payment**

<b>3</b>	<b>027410060</b>	<b>HMA – ¾ inch</b>	<b>Ton</b>
Includes aggregates, asphalt binder, hydrated lime, tack coat, and other additives, etc.			

Contractor will be held to unit price shown in Appendix D unless justification is listed below. Each item must be filled out or the proposal will be considered non-responsive.

- Identify reasons for increase in unit price:
- Identify reasons for decrease in unit price:
- Identify amount of quantity change that would justify a change in unit price:
- Identify assumptions used to create unit cost:

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Price Components	Labor	Equipment	Material **	Trucking	Other *	Overhead	Risk	Profit	Total
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 4:**      Remove Bridge Deck: F-102

Assume:

- Removal procedures will need to ensure that no debris fall into the Spanish Fork River.
- Removal procedures will need to ensure that there is no damage to the existing girders and abutments.
- No separate measurement for parapet removal, it is to be included in the deck removal unit price.

**Measurement and Payment**

4	02221001P	Remove Bridge Deck: F-102	Square Foot
Remove and dispose of bridge decks and parapets as per Section 02221 of the UDOT Standard Specifications.			

Contractor will be held to unit price shown in Appendix D unless justification is listed below. Each item must be filled out or the proposal will be considered non-responsive.

- Identify reasons for increase in unit price:
- Identify reasons for decrease in unit price:
- Identify amount of quantity change that would justify a change in unit price:
- Identify assumptions used to create unit cost:

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**Approach to Price Proposal**

Price Components	Labor	Equipment	Material **	Trucking	Other *	Overhead	Risk	Profit	Total
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 5:**      Remove Bridge Deck: F-103

Assume:

- Removal procedures will need to ensure that there is no damage to the existing girders and abutments.
- No separate measurement for parapet removal, it is to be included in the deck removal unit price.

**Measurement and Payment**

<b>5</b>	<b>02221001P</b>	<b>Remove Bridge Deck: F-103</b>	<b>Square Foot</b>
Remove and dispose of bridge decks and parapets as per Section 02221 of the UDOT Standard Specifications.			

**Contractor will be held to unit price shown in Appendix D unless justification is listed below. Each item must be filled out or the proposal will be considered non-responsive.**

- **Identify reasons for increase in unit price:**
- **Identify reasons for decrease in unit price:**
- **Identify amount of quantity change that would justify a change in unit price:**
- **Identify assumptions used to create unit cost:**

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## Appendix E

### Approach to Price Proposal

Price Components	Labor	Equipment	Material **	Trucking	Other *	Overhead	Risk	Profit	Total
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 6:**     Remove Bridge Deck: F-104

Assume:

- Removal procedures will need to ensure protection of Union Pacific Railroad track over which the bridge crosses.
- Removal procedures will need to ensure that there is no damage to the existing girders and abutments.
- No separate measurement for parapet removal, it is to be included in the deck removal unit price.
- Union Pacific Railroad required flaggers will be paid for separately and are NOT part of the Unit Price above.

## Measurement and Payment

<b>5</b>	<b>02221001P</b>	<b>Remove Bridge Deck: F-104</b>	<b>Square Foot</b>
Remove and dispose of bridge decks and parapets as per Section 02221 of the UDOT Standard Specifications.			

**Contractor will be held to unit price shown in Appendix D unless justification is listed below. Each item must be filled out or the proposal will be considered non-responsive.**

- **Identify reasons for increase in unit price:**
- **Identify reasons for decrease in unit price:**
- **Identify amount of quantity change that would justify a change in unit price:**
- **Identify assumptions used to create unit cost:**

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**Approach to Price Proposal**

<b>Price Components</b>	<b>Labor</b>	<b>Equipment</b>	<b>Material</b>	<b>Trucking</b>	<b>Other *</b>	<b>Overhead</b>	<b>Risk</b>	<b>Profit</b>	<b>Total</b>
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 7:**     Reinforcing Steel – Coated

Assume:

- Quantity is for all reinforcing steel required for the project, in both pre-cast and cast-in-place concrete.

**Measurement and Payment**

<b>7</b>	<b>032110010</b>	<b>Reinforcing Steel - Coated</b>	<b>Lbs</b>
Epoxy coated rebar supplied and placed per Section 03211 of the UDOT Standard Specifications. A. Do not include the mass of the coating or the specified test bars as computed weight. B. Department will not make allowances for extra reinforcing steel required to provide lap splices that are requested by the Contractor. C. Department will not make allowances for clips, chairs, wire, or other materials used for fastening reinforcement in place.			

**Contractor will be held to unit price shown in Appendix D unless justification is listed below. Each item must be filled out or the proposal will be considered non-responsive.**

- **Identify reasons for increase in unit price:**
- **Identify reasons for decrease in unit price:**
- **Identify amount of quantity change that would justify a change in unit price:**
- **Identify assumptions used to create unit cost:**

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Price Components	Labor	Equipment	Material **	Trucking	Other *	Overhead	Risk	Profit	Total
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 8:**     Structural Concrete

Assume:

- Quantity is for approach slabs and deck closure pours.
- Class AA (AE) per UDOT Standard Specifications.
- Include accelerated bridge considerations in the unit price.

**Measurement and Payment**

2	<b>033100011</b>	<b>Structural Concrete</b>	<b>Cubic Yard</b>
A.	Structural Concrete placed as per Section 03310 of the UDOT Standard Specifications.		
B.	Department will not deduct for volume occupied by pipes (other than culverts), reinforcing steel, piles, metal grillage, anchors, conduits, or weep holes.		
C.	Department will pay for reinforcing steel for structures separately, unless otherwise noted.		
D.	Department will pay separately for concrete placed in individual structures containing less than eight cubic yards at the bid price per cubic yard for Concrete, Small Structure.		
E.	Department will make no separate payment for excavation for structures.		

**UTAH DEPARTMENT OF TRANSPORTATION**  
**Standard Request for Proposal**  
**F-R399(23); I-15; Bridge Deck Replacement; F-102. F-103 & F-104; Spanish Fork**

Contractor will be held to unit price shown in Appendix D unless justification is listed below. Each item must be filled out or the proposal will be considered non-responsive.

- Identify reasons for increase in unit price:
- Identify reasons for decrease in unit price:
- Identify amount of quantity change that would justify a change in unit price:
- Identify assumptions used to create unit cost:



**UTAH DEPARTMENT OF TRANSPORTATION**  
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**F-R399(23); I-15; Bridge Deck Replacement; F-102. F-103 & F-104; Spanish Fork**

**Appendix E**  
**Approach to Price Proposal**

<b>Price Components</b>	<b>Labor</b>	<b>Equipment</b>	<b>Material **</b>	<b>Trucking</b>	<b>Other *</b>	<b>Overhead</b>	<b>Risk</b>	<b>Profit</b>	<b>Total</b>
Dollar Amount									
Percent									

\* Description is required

Note – “None” may be appropriate for a block, however do not use “N/A”

**Number 9:**      Precast Concrete Deck Panels

Assume:

- \*\* Baseline Index of \$100.00 for cement powder / ton.
- Quantity is for all six (6) bridge decks.
- Approximate panel dimensions are 40' x 8' with an 8.5" deck thickness.
- Haunches of varying thickness are to be incorporated into the precast deck panels.
- Parapets are part of the deck panels, and included in the deck panel unit price (no additional square footage).
- Price to cover fabrication and installation.

## Measurement and Payment

<b>4</b>	<b>033390010</b>	<b>Precast Concrete Deck Panels</b>	<b>Square Foot</b>
Precast Concrete Deck Panels fabricated per Supplemental Specification 03339 of the UDOT Standard Specifications.			

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- Identify amount of quantity change that would justify a change in unit price:
- Identify assumptions used to create unit cost: